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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUEX ROAD
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The Daily Press.

HONGKONG, JANUARY 31st, 1912.

The death of one so near to the Throne as His Grace the DUKE OF FIFE, husband of the Princess Royal, and brother-in-law of His Majesty the King will necessarily cause the cancellation of many of the arrangements which were being made in London for popular rejoicings in connection with the return of Their Majesties the King and Queen from their memorable and epoch-making visit to India. The Duke and his family were passing the winter in Egypt—not for the first time—for the benefit of the health of the PRINCESS ROYAL, which has for some time been far from robust. It was only on Monday night that news came of the grave illness of the DUKE, and this telegram was followed within the short space of thirty hours by another intimating that His Grace had passed peacefully away at Assuan in Upper Egypt, on the bank of the Nile. The nature of his illness was pleurisy and congestion of the lungs, due to a chill, and this will doubtless be associated in the minds of most readers with the unpleasant experiences of the Duke and his family on the occasion of the wreck of the *Delhi*. When the boat conveying the Royal party from the wreck filled and sank, the occupants had to struggle through the breakers to the shore, and drenched, cold, and clothed only in night attire and coats, they had to trudge

over four miles of rocky shore to the lighthouse, before they were able to obtain such garments as were to be found in an African lighthouse. Although the reports at the time gave the impression that all the members of the Royal party were none the worse for their unpleasant experiences, nothing was particularly mentioned of the Duke beyond that he had stood the fatigue well. His Grace was 63 years of age. His elevation to the Dukedom took place upon his marriage to Princess LOUISE, the eldest daughter of the late King EDWARD and Queen ALEXANDRA. At the age of 23, as the Earl of Fife, he embarked on a Parliamentary career and sat in the House of Commons as M.P. for Moray and Nairn, in the Liberal interest. On ceasing to represent the constituency he became Captain and Gold Stick of the Corps of Gentlemen at Arms, and held that appointment for five years. During that period he went on a special mission to the King of Saxony, and this is all His Grace's record contains of his participation in State Affairs, excepting that he was Lord High Constable at the Coronations of King EDWARD VII and King GEORGE V. His Grace was one of the founders and for nine years Vice-President of the Chartered Company of South Africa, which position he resigned after the JAMESON Raid. He was also at one time partner in the metropolitan banking firm of Sir SAMUEL SCOTT & Co., but since his marriage he has been chiefly interested in his family estates which aggregate upwards of a quarter of a million acres. His Grace, however, has for some years past been the Lord Lieutenant and Custos Rotulorum of the County of London, and is the President of the County of London Territorial Association, as well as honorary Colonel of the Banffshire Artillery Volunteers. His death at Assuan will not only cast a gloom over Court circles but over all who have been within the sphere of His Grace's activities as a landowner, patriot or a philanthropist. The griefs of the Throne are the griefs of the Empire and throughout the British dominions the deepest sympathy will be expressed with the Princess Royal in her bereavement.

Seoul now possesses a large skating rink!

The books for the Hongkong Race Meeting are now issued and advertised for sale by Messrs. Noronha & Co. The list shows 41 stables, with 87 ponies.

At the Magistracy yesterday an unemployed carpenter was convicted of having had 48 taels of loose opium in his possession and was fined \$500 or three months' imprisonment.

Mr. and Mrs. R. E. Bellios are at present in India, and are shortly revisiting Hongkong. We notice that Mr. Bellios recently presided at the annual distribution of prizes at the Jewish Free School in Calcutta, and that Mrs. Bellios gave the prizes away.

A skating carnival will be held in the Victoria Rink to-morrow night. A number of competitions will be held, and an additional attraction will be the presence of the band of the 8th Rajputs, who will render selections. The carnival will commence at 9 p.m.

A Chinese play, *Turandot*, will probably be staged shortly at the St. James' Theatre, London. Sir George Alexander was present at the first performance of *Turandot* at the Deutsche Theatre, Berlin, a short time ago, and immediately made arrangements with Dr. Reinhardt, the producer, for the English rights.

There were 40 cases of small-pox reported in the Colony last week. Twenty-eight cases proved fatal. Of the 40 cases, 10 were Chinese the other being a Portuguese case. This epidemic may be regarded as one of the penalties the Colony suffers from the great influx of Chinese from the mainland, for small-pox appears to have been more prevalent in the Colony this season than it has been for years.

Instances of dumping are daily being recorded. On Monday the dead body of a Chinese male aged about 30 was found in the breakwater at Causeway Bay, death apparently being due to natural causes. The body of a girl about three years old, who had evidently died from small-pox, was found on a buoy in the Central Fairway. The third case was that of a man who was found in the hold of the s.s. *Hop Sang* after the vessel left Canton, death in this case being due to shock.

The current number of *Truth* says: "Service in the capacity of an assistant engineer or overseer in the Public Works Department of the Colony of Hongkong appears to be curiously unattractive, judging from a list I have received of men who have either retired before the termination of their engagements or else refused to stay on for another term. The list mentions a dozen or so cases in which this has happened during the last few years. Needless to say, frequent changes in the staff cannot be to the advantage of the department, and it would be interesting to learn the reason for these resignations."

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, January 28th.

THE KAISER'S BIRTHDAY CELEBRATION.

Yesterday was the German Emperor's birthday and on Shamcen the event was celebrated in gay fashion. In the morning there was a reception in the German Consulate and on board the S.M.S. *Tsingtau* and in the afternoon sports were held on the recreation ground. The weather was grand and there was a big crowd, the soldiers and sailors being present in large numbers and giving colour to the show. A very interesting programme was gone through and produced some fine races. The final of the 100 yards was a great race, Pte. Nettleship of the K.O.Y.L.I. and J. W. Shaeffer of the *Wilmington* running neck and neck all the way and breaking the tape almost together. The verdict went to the American, but it was a very close thing. The team race was a walk-over for the K.O.Y.L.I. team, the next team finishing about 200 yards behind. W. E. Cutler won the Hurdle race and P. Arnot the Sack race, while Shaeffer easily beat the field at putting the shot. The tug-of-war was as usual the tit-bit of the afternoon and the cause of great excitement. The ground was all against the men getting a good footing and pure weight was what told, the American team, which was easily the heaviest, winning rather easily. In the evening there was a Concert and Dance in the Club Theatre, which was beautifully decorated with flags, and a very pleasant evening was spent.

A VILLAGE PILLAGED.

A village named Shing Wong in the district of Hoi Shan was plundered by a mob of robbers under a chief named Lam. These robbers had taken up their residence in a neighbouring village called Cha Shan and were looked upon as friendly and nothing was suspected. They fell upon the first named place, however, with fire and sword and commanded all they could lay their hands on. There was not a great deal of booty to be got, and it is presumed that they were flying after bigger game, but were disappointed and just took what first came to their hand, which happened to be this unsuspecting little village beside them. Troops have been sent from San Wui to capture them if possible.

MORE TROOPS FOR NANKING.

More troops are being despatched from Canton for the North, and the *Kuanglee*, which is at present in the river, is taking up about a thousand more soldiers.

MR. MATHESON LANG AND MISS HUTIN BRITTON.

A notable event in the history of the Eastern stage is the forthcoming visit to Hongkong of Mr. Matheson Lang and Miss Hutin Britton, supported by a large and carefully chosen company, with productions complete in every detail as presented in the West End of London. The opening performance will be devoted to a presentation of Shakespeare's delightful comedy, "The Taming of the Shrew." Mr. Lang's Petruchio ranks amongst the greatest of his successes, while the Catherine of Miss Hutin Britton is one of her highest conceptions, and supported as they are by a powerful cast, an interesting treat is promised. On Saturday, February 3, will be presented "Bardely's the Magnificent," the work of those masters of romance, Henry Hamilton and Rafael Sabatini. The story of a strange love quest of the "Marquis de Bardelys," known as the "Magnificent," is full of wild adventure, stirring episodes and tender love scenes, and showing sumptuous pictures of the days when Louis XIII. was King. On Monday, February 5, "Hamlet" will be produced. This was the triumph of Mr. Lang's career at the Lyceum Theatre, London, when produced on March 18, 1908, and also proved the triumph of his South African tour. The greatest of all tragedies has an appeal to every class of the community, unequalled by any other play. During the long run at the Lyceum Theatre, London, the performance was witnessed by 32,000 people weekly. The entire production has been brought from London and will be produced in Hongkong in every detail as at the Lyceum Theatre. Messrs. Lang and Holloway were determined that the scale of productions and the artistic plane of the acting should exceed anything ever before attempted, so they will place before the local playgoers performances perfect in detail and elaboration of mounting associated only with the greatest London theatres. We may mention that the advance booking at Moutrie's has broken all records.

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to remind you to buy PINKLETS, the little pink handkerchiefs, today. They dispel Constipation, regulate the Liver, aid Digestion, cure Biliousness. As gentle as nature. 60 cents a tube, of Chemists, or The Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai.

SUPREME COURT.

Tuesday, 30th January.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

CONTRACTOR SUED.

The Macao Electric Lighting Co. sued Ng Tsun Kee, contractor, for \$1,000, and there was a counter claim for \$774. The action related to the removal of a quantity of timber and cable from Junk Bay to Macao. Plaintiffs claimed for the delivery or return of the timber, while defendant claimed for work done in respect of the removal of the timber from Junk Bay to Hongkong harbour.

Mr. W. Lewis appeared for the plaintiffs and Mr. F. N. D'Almeida e Castro for the defendant.

After preliminary argument, Mr. Lewis stated that the company was registered in Hongkong, while the contractor carried on business in Kowloon. On the 8th April last, the company entered into a contract with the Quong Hip Loong Co. to transport from Junk Bay to Macao a quantity of machinery. The Quong Hip Loong Co. had a sub-contractor with the contractor who appeared in the present case. The machinery was not involved. The contractor of the company asked the defendant to take over to Macao, with the machinery, a quantity of timber and a length of cable. The sub-contractor agreed to take the material across, the price agreed upon being \$70. Then the Quong Hip Loong Co. went into liquidation, and as no official liquidator was appointed, the Electric Lighting Co. was unable to pay them any money. The Quong Hip Loong Co. was therefore unable to pay their sub-contractor. The result was that the machinery remained in Hongkong for about nine months. An official liquidator was then appointed and he took the machinery to Macao himself.

His Lordship—You paid the liquidator? Mr. Lewis—Yes, but we paid him less than the contract price. The sub-contractor has been urged on several occasions to take the timber to Macao, but he has not done so. My friend's cross-action is for \$774, merely for taking that timber from Junk Bay to Hongkong harbour, where it now lies.

After evidence and lengthy argument by Counsel, His Lordship reserved judgment.

PIRACY AT PINGHOI.

Yesterday morning a Hongkong junk reached Shaikwan and reported having encountered pirates on Sunday at noon at Pinghoi who not only robbed them of their cargo of fish but stripped them of their clothing.

It appears that about noon the junk was approached by about twenty junks, and as the fishermen realised that their intentions were hostile they attempted to get out of reach. This, however, was impossible, as there was no wind, and a couple of shots fired across their bows made them stop. The hostile junks surrounded them, and about 80 or 100 men appeared, some of whom threw stink pots into the fishing junk. These burned very severely the master of the fishing junk, his wife, and several members of the crew. Then the pirates boarded the junk, removed the cargo of fish worth about \$400, took everything on board of any value and also stripped the unfortunate people of their clothing. The pirates crew sought the shelter of the customs station at Sa Mun, but little could be done for them there. However, they were joined by their companion junk, the crew of which gave them some clothing.

When the junk put into Shaikwan yesterday morning the unfortunate people were starving and had to be supplied with food, while Inspector Gourlay attended to their injuries and sent them to the hospital. This is the fourth piracy which has taken place in that neighbourhood during the past fortnight, and it would seem as if the place should receive some attention from the naval authorities.

SHORT CUT ROUND THE WORLD.

PANAMA CANAL TO SAVE THOUSANDS OF MILES.

Thousands of miles will be saved to shipping by the opening of the Panama Canal in June next year. The *Panama*, the organ of the Hamburg shipowners, publishes the following statistics to show how great will be the saving that will be made:

	Present distance Miles in sea miles.	Bared.
Europe to San Francisco	13,621	6,900
Montreal to Sydney	15,690	2,738
Europe to Valparaiso	8,938	2,100
England to Australia	9,307	800
England to New Zealand	12,725	1,600

The saving in the voyage between New York and Shanghai will be 1,400 miles, and between New York and Australia and New Zealand 2,300 miles.

The probable change in navigation routes will create equally great changes in the distribution of the sea trade, for which English firms already are making preparation. It is stated that English firms are making arrangements to open coaling stations at Nukulofa, the capital of the Friendly Islands and on Pitcairn Island.

The troops engaged in the Abor Expedition were delighted by the receipt of a telegram from the King conveying His Majesty's hearty wishes for Christmas and the New Year, and looking to a successful and speedy termination of the operations.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

IMPERIALISTS DEFEATED IN BATTLE.

Reuter's correspondent at Peking cables that the Imperialists are reported to have been defeated in battle by the Revolutionary Army along the Tientsin-Pokow Railway, both sides losing heavily.

There is a reign of terror at Mukden owing to numerous murders (of or by) revolutionaries.

REVOLUTIONARY OUTBREAK IN EQUADOR.

London, January 30th. A revolutionary outbreak in Ecuador has been crushed after a sanguinary battle.

A mob at Guayaquil lynched the rebel commander, shooting, beheading and burning him.

Five revolutionary generals were subsequently sent to Quito to be imprisoned, but the mob attacked the guards, and though several were killed by volleys, the walls of the goal were breached, and the generals were dragged out and killed. Their bodies were dragged through the streets to the cemetery where they were buried.

COLONIAL RECIPROCITY.

London, January 30th. Reuter's correspondent at Melbourne states that the Commonwealth has not yet received the Canadian reciprocity proposals, but the Hon. A. Fisher suggests that the visit of Mr. Foster on the 16th inst., who was heartily welcomed in Australia, will greatly facilitate the negotiations.

BOMBS AT LISBON.

London, January 30th. An explosion of dynamite bombs occurred in Lisbon yesterday morning in a house where the manufacture of bombs is supposed to have been carried on. No one was injured.

HAVANA'S SUGAR CROP.

London, January 30th. Reuter's correspondent at Havana reports that the continuance of very warm weather is unfavourably affecting the sugar crop. The cane contains on an average 10 per cent. less sugar than last year and it is feared that the estimate of 18½ million tons will be greatly in excess of the actual yield.

WELCOMING THEIR MAJESTIES.

London, January 30th. Reuter's correspondent at Gibraltar states that a special Moorish mission sent by the Sultan, including the Grand Vizier and the Foreign Minister, has arrived to greet King George and Queen Mary. A Spanish squadron has also arrived.

OBITUARY.

London, January 30th. The death is announced of Admiral Sir John Dalrymple Hay, who saw service in China in the early forties, and who retired from the Royal Navy in 1878.

AUSTRALIAN CRICKET.

London, January 30th. Reuter's correspondent at Sydney wires that in the interstate cricket match between New South Wales and Victoria the former made 445 in the first innings, to which Roy Minnet contributed 216 and carried out his bat, and 50 in the second innings for three wickets. Victoria replied with 129 in the first innings, Armstrong being responsible for 51, and 366 in the second innings. McKenzie scoring 121 and Armstrong 60 unfinished.

A NEW BARONET.

London, January 30th. Mr. John Henniker-Heaton, whose name is associated with so many postal reforms, and who has four times declined to accept a K.C.M.G., has been made a baronet.

LABOUR UNREST IN PORTUGAL.

London, January 30th. Reuter's correspondent at Lisbon telegraphs that a strike of farm labourers in the district of Evora, the details of which are obscure, but it was apparently suppressed by the military, has led to a great sympathetic strike of all trades in the same province and a general strike in Lisbon. In the capital the cars are already stopped, and despite extensive military measures the lighting and other public services are threatened.

[THROUGH REUTER'S AGENCY.]

DEATH OF THE DUKE OF FIFE.

London, January 30th. Reuter's correspondent at Cairo telegraphs that the Duke of Fife passed a restless night and the bulletin states that his condition causes grave anxiety.

The Duke of Fife died peacefully at 6 p.m.

All the newspapers in their articles on the death of the Duke of Fife express sympathy with the Princess Royal and Their Majesties, whose joyous homecoming is shadowed. They pay a tribute to the character of the Duke of Fife as an enlightened landlord and a staunch Imperialist. It is expected that the arrangements to welcome Their Majesties at Portsmouth and London will be modified.

MR. CHURCHILL'S VISIT TO BELFAST.

London, January 30th. Mr. Churchill's letter emphasises the point that he had nothing to do with the selection of the Ulster Hall, which was taken by the Belfast Liberals after other proposals had failed. He was not connected with any of the arrangements: he had merely consented to fulfil an old promise to address the Ulster Liberals. Therefore the Ulster Council was seeking to fasten a quarrel on grounds of offence where none was intended. As regards public order, he invited no assurance from Lord Londonderry. He relied upon the law and the sense of justice of the citizens of Belfast.

The Duke of Abercorn, in writing to the Ulster Council of Ulster, said that he was in full accord with the decision regarding the visit of Mr. Churchill, and hopes that their efforts will not be relaxed till after the 8th of February. The trick attempted on the Unionists had signally failed.

It is officially announced that the Churchill demonstration will be held on the afternoon of the 8th February on the football ground of the Belfast Celtic Club, which is in the centre of the Nationalist quarter.

The football ground has been chosen for Mr. Churchill's meetings as the Belfast Liberals have been refused the use of six halls.

A marquee will be erected to accommodate 5,000. There will be a procession of 80,000 headed by 400 torchbearers and 15 bands.

This choice of locality is regarded as easing the situation, but the authorities of Belfast have requisitioned troops in case of emergency.

FRANCE AND ITALY.

London, January 30th. Reuter's correspondent at Rome telegraphs that with a view to preventing a recurrence of the seizure of vessels the appointment of a Franco-Italian Commission is being considered which would establish a *modus vivendi*.

ITALY AND TURKEY.

London, January 30th. Reuter's correspondent at Hodeidah states that the Italian cruiser *Piedmont* has seized a motor launch belonging to Thorneycroft's flying the Union Jack.

"BELLEROPHON" REFLOATED.

London, January 30th. The Holt liner *Bellerophon*, which grounded in the Mersey, has been floated, apparently undamaged.

AN "ENDLESS RAIL."

INVENTION OF A JAPANESE.

Mr. Umeji Takamatsu of Shimomura, Toyama prefecture, is credited by a vernacular paper, says the *Japan Times*, with an invention that is unique and highly useful if its practicability can be proved. It is in the shape of a tire-cover, so to say, for vehicles. The inventor calls it the "endless rail," from the fact that it furnishes temporary rails for the wheels to pass on. He claims the invention to be the fruit of twelve years of incessant labour and perseverance. To give some details of the "endless rail," they consist of belts formed of pieces of wrought iron, about three inches in width and concave, connected in the manner of the chains of bicycles. These belts fit over and revolve with the wheels, thus furnishing a sort of rail for the wheels to run on with ease and security on muddy or rough paths, just as though they were rolling on ordinary rails. It is said that the actual experiment made recently at the native town of the inventor, in the presence of the prefectural Governor and the commander of the Brigade, proved eminently satisfactory. It has already taken out a patent for his invention, and is now taking steps for obtaining similar rights in foreign countries. One of the specially notable features of the device consists in its being very cheap, and also in the fact that it can be utilized on all kinds of carts and wagons. The inventor expects to work a revolution in all wheeled vehicles.

SANITARY BOARD.

Those present at the fortnightly meeting of the Sanitary Board yesterday were the President, (Mr. E. D. C. Wolfe), Col. Irwin, Hon. Mr. W. Chatham, Mr. F. B. L. Bowley, Hon. Mr. E. R. Hallifax, Mr. Ian Chu Pak, Dr. Fitzwilliams, Mr. Ng Hon, Tes, Dr. F. Clark, Medical Officer for Health, and Dr. Pearce, Assistant M. O. H.

CONGRATULATIONS.

Prior to the consideration of the ordinary business, the President said:—There are three matters which I would like to deal with. I regret that there are two members absent. I am sure that all the members will join with me in congratulating Mr. Hewett on receiving the C.M.G. It hardly needs any words of mine to show how much we, as members of the Board, appreciate the services Mr. Hewett has rendered to this Board. When we take into consideration the many other public services he renders, and the large number of prominent public interests which he safeguards, I think we can feel very proud that Mr. Hewett still graces the Board with his presence. The other two matters deal with the appointment of the new members. I think you will all join with me in extending a welcome to the new member, Mr. Bowley. He has for some years past advised this Board, and he has now come to give us his advice more fully than in the past. Then his advice was confined to legal matters, but now I think it will not be confined to any particular subject, but to matters in general. I congratulate Dr. Fitzwilliams on his election as second elective member of this Board. I had heard rumors that he was not going to stand again, but I am glad to say that the doctor, if he ever thought of retiring from the Board, reconsidered his decision.

MISCELLANEOUS.

The President said that he had instructed the Secretary to issue circulars in connection with the appointment of the select committees.

ABERDEEN MARKET.

Some discussion took place in connection with a minute by the President relative to the proposed Aberdeen Market limits.

On the motion of Mr. Bowley, seconded by Mr. Lau Chu Pak, it was decided to refer the question to the Crown Law officers, to ascertain if the proposed conditions could be enforced immediately.

POKFULAM WATER SUPPLY.

At the suggestion of Dr. Fitzwilliams, consideration of the report on the Pokfulam Water Supply was deferred for a fortnight.

CHINESE RUNS AMOK.

The village of Nga In Tan, near Kowloon City, was thrown into the greatest alarm on Monday morning when an elderly man who was supposed to be not quite right in his mind, suddenly ran amok with a loaded revolver and killed one man, and wounded five others before he turned the weapon upon himself and ended his life. The first intimation of the man's homicidal frenzy was manifested in the early hours when he rushed out of his home and seizing an old man by the beard declared that he was the man he was looking for. He discharged his revolver at his victim's face, but the bullet struck somewhere in the cheek and the man fled. He chased one or two others into their houses, and as already stated, killed one man and wounded five others before he committed suicide.

FIGHTING AT SHEKUNG.

Shekling, the most important town on the railway line between Kowloon and Canton, and regarded as the half-way station, has been disturbed during Saturday, Sunday and Monday by serious fighting. Altogether over 30 men have been killed, and the methods employed do not in all cases commend themselves to well-wishers of the Republic Government, as looting of an extensive and most unfair nature has been practised, and if one can believe good evidence sometimes there have been hauled before the Court Martial citizens who were well-known to be desirous of nothing save to live peaceably.

Yesterday (Monday) afternoon a pawnshop was broken into by the soldiers and burned, and looted. It is said, to the value of \$100,000 was taken.

The cause of all the fighting is a fairly common one in country districts at the present time. On the declaration of the Republic some weeks ago, an ex-robber leader, Leung, assumed the position of chief magistrate in Shekling, and used his office to make extravagant demands on the merchants, requiring them to pay up \$5000 monthly for the soldiery. They demurred and took their complaint to Canton. Canton thereupon appointed one Wong, a rebel leader of 10,000 soldiers, who about 18 months ago successfully resisted the then Victory troops in Kwangsi. In order to take over the office Wong found it necessary to root out Leung's following. He gained a decided victory on Monday, his troops court-martialed and shot six residents.

In the country districts generally, on the delta, there seems to be great discontent among the general population, the conditions under the new government being as yet worse than under the old. It is hoped an improvement will soon set in.

THE PRESERVATION OF CHINA'S PALACE TREASURES.

Mr. Tse Tsan Tai, of Hongkong, who has actively interested himself in the preservation of ancient monuments in China, yesterday sent the following telegram to President Sun Yat Sen:—

Hongkong, 30th January, 1912.
President—Sun Yat Sen,
Nanking, China.
Prevent the auction sale of ancient Chinese treasures and pictures of the Peking and Fengtien palaces which are of the greatest historical value and importance to China.
Tse Tsan Tai.

COMPANY MEETING.

UNION WATER BOAT CO.

The seventh annual meeting of shareholders in the above company was held yesterday at noon, at the offices of the General Managers, Messrs. Dodwell & Co. Mr. G. H. Medhurst presided, and there were also present:—Messrs. F. J. Bisschop, J. W. C. Bonnar, C. A. Tomes, and A. H. Sticton (consulting committee), A. Ritchie, C. E. Edwards, S. R. Cardile, T. G. Weill and Mr. A. Ellis (secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen,—The report and accounts having been circulated, I propose, with your permission, taking them as read. By exercising strict economy, compatible with keeping up the efficiency of the company's fleet, we have been able to show a profit for the year ended 31st December last of \$1,307.65, which I trust you will consider satisfactory. Beyond referring to the report of the auditor regarding the balance sheet, which reads as follows:—

"I report that I have audited the above balance sheet with the books and vouchers of the company in Hongkong and that in my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs at the 31st December, 1911, according to the best of my information and the explanations given."

As shown by the books of the company, I have obtained all the information and explanations I have required, the accounts, I think, call for no special comment, but, before proposing the adoption of the report and accounts, I shall be pleased to answer, to the best of my ability, any questions shareholders may wish to ask.

There being no questions, the Chairman proposed the adoption of the report, which was seconded by Mr. Tomes, and agreed to.

On the motion of Mr. Cardile, seconded by Mr. Weill, Mr. A. O'D. Gourdin was re-elected auditor at a remuneration of \$100 per annum.

The Chairman—Thank you very much for coming. Dividend warrants will be ready to-morrow.

COMPANY REPORT.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The twenty-third report of the board of directors reads as follows:—

Gentlemen,—The Directors now submit to you a statement of the affairs of the Company, and Balance Sheet for the Year ending 31st December, 1911.

The Balance of Profit and Loss Account for the Year, including \$978.23 balance brought forward from last account, after writing off all charges and expenses, amount to \$17,515.02. The Directors recommend that a Dividend of \$2.75 per share be paid, which, after writing off the Directors and Auditor's Fees, will leave a balance of \$465.02 to be carried forward to the credit of a new Profit and Loss Account.

Directors: Messrs. T. F. Hough and A. Rodger retire by rotation, but offer themselves for re-election.

The Accounts have been audited by Mr. R. C. Edwards, who now retires, but offers himself for re-election.

T. F. HOUGH, Chairman.

Hongkong, 20th January, 1912.

BALANCE SHEET, 31st December, 1911.

Liabilities: Paid-up Capital \$180,000.00, Accounts Payable \$24.28, Dividends Outstanding \$261.30, Balance of Profit and Loss A/c \$17,515.02, Total \$198,050.60.

Assets: Cost of Property \$183,752.95, Cash \$11,238.25, Accounts Receivable \$3,059.40, Total \$198,050.60.

PROFIT AND LOSS ACCOUNT, Dr. To Charges \$33.30, To Repairs \$2,022.74, To Fire Insurance \$527.50, To Crown Rent \$786.00, To Commission to Agents \$1,320.00, To Balance to be appropriated at follows:—

Directors' Fees \$500.00, Auditor's Fees \$50.00, Dividend of \$2.75 per share \$16,500.00, To be carried to New Profit & Loss Account \$465.02, Total \$22,544.56.

Cr. By Undivided Profits 1910 \$878.23, By Rent \$21,535.14, By Interest \$105.19, By Share Fees \$26.00, Total \$22,544.56.

T. F. HOUGH, } Directors,
A. RODGER, }

A. SWEETON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ltd., Agency for the Kowloon Land & Building Co., Ltd.

I report that I have audited the above Balance Sheet with the Books and Vouchers of the Company in Hongkong and that in my opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1911, according to the best of my information and the explanations given me, and as shown by the Books of the Company.

I have obtained all the information and explanations I have required.

R. EDWARDS, Auditor.

Hongkong, 20th January, 1912.

DAMAGE TO A SUGAR CARGO.

An important message was, on December 21, received in London from Lisbon to the effect that the British steamer *Dumbona*, bound from Java to the United Kingdom, had put in there with her forehold full and the cargo all under water. The vessel pumps being unable to keep the water down. The significance of the message lies in the fact that the *Dumbona* brings a cargo of sugar which must be worth well over £100,000. She is a steamer of 3,740 tons, built in 1897, and managed by Messrs. Henderson & McIntosh.

SHIPPING NOTES.

The Anglo-Saxon Petroleum Company's steamer *Romany*, stranded recently on Pulo Senang, but got out of her difficult position without assistance on the rising tide. Divers were sent down to examine the hull of the vessel. No signs of any damage were apparent and the vessel proceeded on her voyage to Europe.

A Bangkok paper has the following paragraph:—We learn that the Norwegian steamer *Pronto*, which had been in the Bangkok-Singapore trade for some time past, chartered by the Chinese firm, Bang Seng Chiang, has been sold to a Vladivostok firm, the purchase price being something like £15,000. She will leave for her new port of registry in March.

Of the ships of the P. & O. Company's N class already under construction the *Nankin*, says the *Shipping Gazette*, is expected to be delivered in the spring, and the *Nesara* soon afterwards. Two additional vessels will shortly be laid down, bringing the total of the N class to eight ships, each of 7,000 tons gross register. This type of vessel has been evolved for the special convenience of passengers to and from the Far East who may desire to travel by P. & O. at lower rates of passage money than those obtaining in the mail steamers. The service is a fortnightly one, and the passage between London and Japan is made direct, without transhipment.

The British Consular report on the trade of Trieste for 1910 notes that the Austrian-Lloyd Steamship Company has had one of the most successful years on record. With one or two exceptions (for special reasons), all its lines show an improvement, and on some of them a number of extra departures of steamers had to be arranged. Its vessels carried during the past year 466,739 passengers against 376,951 in 1909, and 1,377,180 tons of cargo against 1,129,047. The company paid a dividend of 6½ per cent. against 6 per cent. last year.

A Japanese commercial organ states that when the Panama Canal is opened Japanese steamship companies will run steamers to New York and Brazil. The Nippon Yusen Kaisha is now making preparations for a Yokohama-New York service. It is considered that eleven steamers of from 8,000-10,000 tons will be needed for this service.

The formation of a "Chosen Steamship Company" has been authorised. It will come into existence in April. The head office of the Company will be at Seoul, and Baron Kondo, the President of the Nippon Yusen Kaisha, will act as adviser to the Company.

The Japanese Government has decided to start a new monthly service from Kobe to Hongkong, Singapore, Saigon, Java and Sumatra. Three steamers will be used on the new line.

The London and Glasgow Shipbuilding Company, Govan, launched on the 20th ult. the steamer *Indraghita*, which they have built for the "India" Line of Liverpool. The vessel, which has been constructed under the supervision of Messrs. G. S. Goodwin & Co., is 430 feet in length, 53 feet 8 inches in breadth, 33 feet 1 inch in depth moulded to upper deck, and of about 5,750 tons gross, and 9,000 tons deadweight. She has been built to the highest class at Lloyd's, is fitted with a double bottom for water ballast, and has all the most modern appliances for handling cargo. Accommodation is provided for a limited number of first class passengers in state rooms amidships on the bridge deck. The vessel is to be fitted with a refrigerating installation for the preservation of perishable goods, and is being formed by Mrs. Hugh Neilson, Chaplain, Ayrshire, daughter of Sir Thomas Roydon Bart., Liverpool. The India Line, whose local agents are Messrs. Jardine, Matheson & Co., trades between New York and the Far East, and the new steamer, we learn, will be employed in this trade.

THE REPUBLICAN GOVERNMENT AND EDUCATION.

The Education Department at Nanking has been put in order. Everything is ready, we read, for the putting in force of the measures drafted which are as follows:—

1. All educational institutions are to be called Yu Yao, and their principals are to be known as Yu Chuan. All primary schools are required to be opened on the 5th of the 3rd month. The higher institutions must be opened if the locality is able to maintain them financially.

2. Until the definite announcement of a systematic plan later, the school year is to be divided into two terms. The first term is to begin on the 5th of the 3rd month and to end with the beginning of the summer vacation. The second is to begin with the close of the vacation and to end with the 2nd month of the next year.

3. The co-educational system is permitted in primary schools.

4. Schools specially established for girls are to be regulated according to the old rules.

5. All text-books must advocate republicanism. Text-books published by the Board of Education of the Manchu government are not allowed to be used.

6. All text-books published by the people must be so altered as to avoid anything written in honor of the Manchu government, or anything about the governmental systems of the Manchus.

7. The students in the primary schools are no longer required to study classics.

8. Teaching of manual training is to be emphasized.

9. Military drill is to be emphasized in the higher institutions.

10. The study of abacus-counting is to be required for the students of the 3rd year in the primary schools.

11. In the middle schools the students are to secure some general knowledge. No special courses of literature and science are to be formed.

12. The courses in the middle school and the elementary normal schools are to extend over a period of four years. An exception is made with regard to those students in such institutions who have studied for more than one year.

13. No official encouragement will be granted to the graduates of the various schools as under the old régime. All graduates are to be known simply as Pih Nien.

INDUSTRIAL DEVELOPMENT OF THE SUDAN.

Recent reports on the Sudan show that the year 1910 marked an epoch of progress along every important line of national development. Fertile agricultural lands were opened up by extensions of railways, large crops of cereals were harvested and marketed, and considerable stimulus was given to the culture of cotton. An important feature of the year's development was the further progress of the railway south of Khartoum. In the first quarter of 1910 the Blue Nile Bridge linking Khartoum north with Khartoum proper was opened, and the end of the year saw the completion of the bridge across the White Nile at Rabak and the extension of the line from Sennar across the Gezira to Kosti, a rapidly growing town on the west bank of the White Nile. Thence the line will be pushed on toward El Obeid, which will probably be reached early in 1912. The commercial and strategical importance of this improvement in communication is already apparent and the building of the line, which links up the rich Gezira province with Khartoum and Port Sudan and thus with the outside world has already been financially justified.

IRRIGATION PROJECTS. The Sudan Government has made an arrangement with the Sudan Plantations Syndicate by which the latter is to carry out near Wad Medani, below the Y River, the Government's, export means in growing cotton and other products. These experiments are to extend over three or four years. On their result will depend the project to construct a dam across the Blue Nile near Sennar and to undertake a scheme for providing water to irrigate some 500,000 acres suitable for growing cotton and cereals, out of the area of several million cultivable acres which the Gezira is supposed to include. Meanwhile irrigation experts continue their investigations on the Blue Nile and the White Nile, and the amount of water which can be allowed for the cultivation of the Sudan without detriment to Egypt will be determined.

SUDAN COTTON.

The possibility that the million square miles of land recently estimated as the extent of Sudan territory will rival the Mississippi Valley and the Egyptian Delta as a cotton-producing region, and the serious attention of cotton growers abroad, the question as to whether the Sudan Association in its campaign to develop certain British tropical possessions as cotton-producing sections, attaches much importance to the experimental cotton culture in the Sudan. The quantity of cotton exported in 1910 from the Sudan was the largest on record. In the Tokar district, where most of the Sudan cotton is grown, the crop was estimated at 14,000,000 pounds. High prices were realized, in some instances as high as those for Egyptian A.D.F. There are indications from various districts that the large profits realized are attracting the attention of native cultivators to the growing of higher-grade cotton. The statistics of the Sudan crop of 1910 indicate that 51 per cent. is flood grown and about 40 per cent. rain grown, over 91 per cent. being thus grown by natives unassisted by European enterprise. Cotton growing may therefore be regarded as a native industry, and it is gratifying to note that the quality as well as the quantity has improved, owing to the introduction by the Government of good Egyptian A.D.F. seed into the Tokar cultivation, while the estates under European management, notably that of the Sudan Plantations Syndicate, of Zeidab, in the Berber Province, have shown that cotton of a standard quite equal to the Mit Affif of Egypt can be produced.

PORT SUDAN.

The rapid commercial growth of Port Sudan, the Red Sea outlet to the Sudan Government railway system, since it was opened to trade only two years ago, has exceeded the most sanguine expectations, and the success and future importance of the place are now considered as beyond question. Quays recently completed are capable of berthing five 5,000-ton steamers, but so rapid has been the increase of the port that as many as eight steamers have sought berth at the same time, and extensions to existing piers or new quays are already being argued by shippers. There are now eleven shipping lines calling regularly at Port Sudan once a month or more frequently, including the Union Castle, British India, Strick, Ellerman, Clan, Harrison, Hamburg-American, Rubattino, Austrian Lloyd, and Khedivial Mail. Four firms of shipping agents are just completing permanent stone and brick offices and buildings, those of a fifth are half finished and plans for a hotel, which has become a pressing necessity, are being rapidly developed. The railroad from Sennar to Port Sudan, opened four years ago, makes possible the delivery of goods from Port Sudan to Khartoum in 12 hours.

FAREWELL TO INDIA.

KING-EMPEROR'S ADDRESS ON LEAVING BOMBAY.

In reply to an address on the eve of his departure from Bombay, His Majesty said:—I thank you sincerely on behalf of the Queen and myself for the kind and generous terms of the address of farewell which you present in name of the people of the Bombay Presidency. The cordial welcome which we received on our arrival in your capital was a pleasure to that display of warm-hearted loyalty which has characterized every stage of our progress during the past five weeks. And now we have listened with mingled feelings of gratification and sorrow to your touching words of farewell and God-speed. Your hopeful forecasts as to the benefits which India will derive from this visit deepen our thankfulness at having accomplished the earnest wish of our heart. It has given me infinite pleasure to be once more among my faithful subjects in India and the Queen and I have been touched beyond words by the genuine love and devotion towards us which we feel have entered into the spirit of the people.

Our one and only cause of regret during these past happy weeks has been our inability to stay longer in this country and to visit the ancient Presidency of Madras and the States of many chiefs who have offered us their generous hospitality. On leaving the shores of India we carry lasting memories of experiences made pleasant by every means that thoughtful care and affectionate regard could devise. We fervently trust that our visit may, by God's grace, conduce to the general good of the people of this great continent. Their interests and well-being will always be as near and as dear to me as those of millions of my subjects in other quarters of the globe.

It is a matter of intense satisfaction to me to realize how all classes and creeds have joined together in the true-hearted welcome which has been so universally accorded to us. It is not possible that the same unity and concord may for the future govern the daily relations of their private and public life. The attainment of this would indeed be to us a happy outcome of our visit to India. To you, representatives of Bombay, who have greeted us so warmly on our arrival and departure, I deliver this message of loving farewell to our Indian Empire, saying that, although ever anxious to see and know in the earnest endeavour to promote its welfare and to secure to it the blessings of prosperity and peace.

AN INDO-EUROPEAN RAILWAY.

IMPORTANT PROJECT BEGUN.

It is rather curious that coincident with the arrival in India of the King-Emperor one of the most important projects that has ever been conceived for bringing India into closer connection with the heart of the Empire should have taken definite shape. For more than a generation the construction of a railway from India towards the Mediterranean has been urged, and considerable discussion upon the possibilities of such a line has taken place. Now the Indian Government has definitely decided that the survey for such a line shall be put in hand, and this work will commence early in the New Year.

Two routes for this line naturally present themselves, and in each case Karachi—an important and ever-growing port practically on the boundary between Sind and Baluchistan, on the extreme north-west coast of India—is selected as the natural starting point. By the first route the line would traverse Baluchistan and Southern Persia, there to link up with the much discussed Bagdad railway, and ultimately be continued to the Mediterranean, while the other route would take the line along the coast of the Persian Gulf, through the sterile wastes of Sinai, ultimately arriving at Port Said, the natural entrepot for our Eastern dependency.

After very careful thought, the latter course is the one that has been chosen, and those who have any knowledge of the two alternative routes will agree that a wise choice has been made. It will not take a very long time comparatively speaking, of course—to survey this country, since its configuration and general characteristics are fairly well known, and by the end of 1912 it should be possible for this actual work of building the line to be taken in hand.

There are two distinct points of view to be taken into consideration when the building of this line is examined. One is that of the engineer, who naturally wants to find the easiest country he can and the one that presents the fewest difficulties. The other is that of the military strategist, who sees in the building of a railway that shall bring the heart of India five or six days nearer to the Mother Country, a step forward that will probably revolutionize the whole of our present plans for the defence of the dependency. There is also, of course, the commercial aspect of either alternative to be considered, and the merchant community of India are already asking what benefits they would reap by the adoption of either of the proposed routes.

From each of these standpoints it has to be agreed that the Northern Arabia and Persian Gulf line offers the most advantages, and that the line to link up with the Bagdad Railway may safely be left until some indefinite date in the future. Not only is the proposed route much shorter, but its advantages outweigh everything that can be urged against it. For good or ill we are committed to the policing of the Persian Gulf, and if we propose to put an end to the wholesale gun-running traffic into Baluchistan, Turkistan, and Afghanistan that is going forward at the moment despite the endeavours of our semi-obsolete gun-boats in the Gulf, this—as experience has shown—can only be done by means of a railway that shall enable us to check the trade at its source.

The question of supremacy in the Persian Gulf is now forced to the front owing to Russia's dramatic coup in Persia, and while it is well understood that the Governments of London and St. Petersburg are agreed upon their joint future action, there is Germany to be considered. The Bagdad railway is being steadily pushed forward and an outlet on the Gulf—probably at Koweit—is bound to be demanded sooner or later. Since Great Britain and Russia are engaged at the moment in parcelling out Persia between them and are offering each other mutual support, it seems difficult to find any ground for refusing this demand when it is made. Therefore, a British line to compete with it, and at the same time to provide a rapid and regular means of communication between the Gulf ports and India becomes an urgent necessity. The line would skirt the foothills of the range that separates the coast from the interior of Arabia, where the gun-runners have their lurking places, and would render these more accessible than they are at the moment.

So far attention has only been given to the strategic importance of this line, and to this aspect it will be necessary to return before this article concludes, in order that a true perspective of the importance of this scheme now being undertaken by the Indian Government may be arrived at. It may be as well for a moment, however, to glance at the commercial possibilities of the railway and the ultimate chance that it possesses of paying its way, which it is much to be desired it should do at the earliest possible moment. When there are political purposes to be served by the construction of a railway line, it has long been held in this country that the initial expenses should not delay its commencement. The Uganda Railway is an apt case in point. Other railways have been built, too, for their purely military value, as witness the line that Lord Kitchener laid down to Omdurman.

FIRE ON THE P. AND O. STEAMER "ISIS."

The fire on the P. and O. mail boat *Isis* seems to have been more serious than was at first stated, says a Bombay wire of January 8. Something like twenty mail bags have not been delivered at Bombay, and several of the bags were burnt. It is possible that the missing bags have merely been delayed. All the English mails have been delivered. The mail bag containing an average something like 2,200 letters, and over 2,700 bags of all mails were received from the *Oceanic*. As has been stated, the total is short by about 20. The English mails were landed first, and the consequences was that the fire did not touch them. Italian mails suffered to the greatest extent, as they were taken on board last of all. The mails from Italy, Germany and America also suffered from fire and water.

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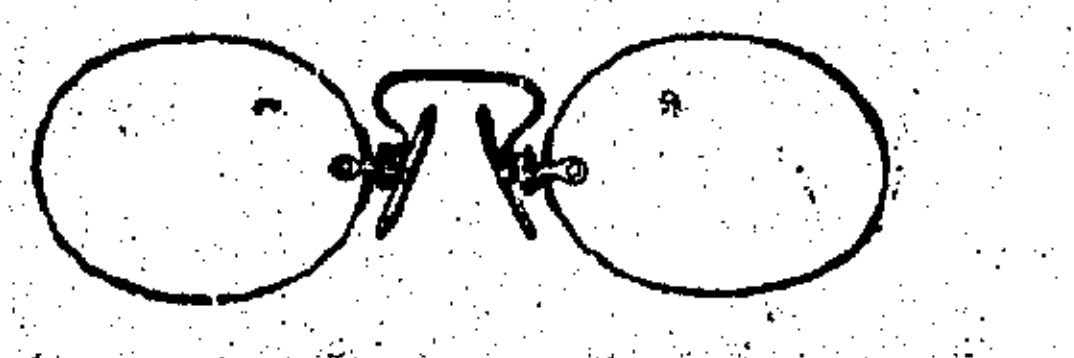
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ENTERTAINMENT

THEATRE ROYAL.

THE GREATEST EVENT IN THE HISTORY OF THE EASTERN STAGE.

MAURICE E. BANDMANN Presents
THE FAMOUS LONDON ACTOR-MANAGER,
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Supported by
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FRIDAY, February 2nd,	Shakespeare's Delightful Comedy THE TAMING OF THE SHREW.
SATURDAY, February 3rd,	The Great Romantic Play BARDELYS, THE MAGNIFICENT.
MONDAY, February 5th,	Shakespeare's Masterpiece HAMLET.
TUESDAY, February 6th,	Shakespeare's Comedy THE MERCHANT OF VENICE.
WEDNESDAY, February 7th,	The Celebrated Romantic Play SWEET WILL OF OLD DRURY.
THURSDAY, February 8th,	Shakespeare's Sublime Tragedy ROMEO AND JULIET.
FRIDAY, February 9th,	Jerome K. Jerome's Remarkable Play THE PASSING OF THE THIRD FLOOR BACK.
SATURDAY, February 10th,	Shakespeare's Masterpiece HAMLET.
MONDAY, February 12th,	MUCH ADO ABOUT NOTHING.
TUESDAY, February 13th,	OTHELLO.
WEDNESDAY, February 14th,	JACK AND JINGLES.

The Play to be Produced on the Last Night of the Season, February 15th, will be Submitted to the Vote of the Audience during the First Three Nights.
The Plays complete in every detail as presented in London.
Plan Now Open at MOUTRIE'S.
Stalls and Circle \$4. Pit \$2. Gallery \$1.
Commence at 9 P.M. sharp.
Hongkong, 3rd January, 1912. [243]

THE FAR EAST'S AWAKENING.
DEVELOPMENTS WHICH MAY FOLLOW.

[FROM "THE FINANCIER,"]

When we presume, and in so doing we think we are right, that before long the Government of China will be in the hands of really enlightened administrators, we would do well to rid our minds of the idea, so prevalent in practically all European countries, that China is industrially, commercially and even economically impotent. Nothing in point of fact, could be further from the truth. To a very large extent China has been in a state of suspended animation since the country fell under the Manchu yoke some centuries ago. That the hold of these conquerors of a highly civilised and highly cultured people has been weakening for years past has been apparent to even the most casual students of Chinese history, and it must be equally apparent that had the Manchus been destroyers as well as conquerors movements on the part of the Chinese in the direction of greater liberty and of renewed industrial and commercial progress would have been, up to the present at any rate, improbable and, perhaps, impossible. The reputation for ability and endurance in the performance of his allotted tasks which the Chinese worker has earned, both when in the employment of aliens in his own land and when labouring in foreign countries, furnishes us with very reliable evidence that but for some repressive cause on his energies, physical and intellectual, at home the undeserved reputation which has been commonly attached to his civilisation would be non-existent. It may be said that China today is in the position Japan was some 40 years ago. For centuries both countries were governed by a ruling caste, and in both cases popular oppression of the worst form obtained. To assert, however, that Japan, when she Westernised her methods of government and set out upon that industrial and commercial career which has been the wonder of the universe, was an uncivilised country in the generally accepted meaning of the word, is preposterous nonsense. Japan may have received her earliest lessons in arts and crafts from China at a time when Chinese civilisation probably led the world, but these arts and crafts never died during the long period the island kingdom was under the harsh domination of the military caste and clans. The removal of this tyranny plus the adoption of the best of European methods served merely to give an impetus to already existing industries and industrial and commercial aspirations, and the very general acceptance of the new condition of affairs by the erstwhile dominant section of the population accelerated rather than retarded the progress Japan has made during the past 30 to 40 years.

CAN CHINA IMITATE JAPAN?

Whether it will be possible for China to do for herself under a more equitable system of government what Japan has managed to do, and to succeed in achieving a position as potent as that of the island kingdom in as brief a period of time, is naturally an open question, and one, indeed, only China can effectively answer. No one but a Chinaman can say what Chinamen really think of the Manchus, and, given the general acceptance by the Chinese of the proposed new form of government, it yet remains to be seen whether a policy of extermination with regard to the disposed dominant class or one which would lead to the amalgamation of these hitherto conflicting interests will be adopted. But, whether the Manchus are to be absorbed or whether they are to totally disappear as a factor in the life of the country, the fact remains that the Chinese are capable, under adequate and honest government, of developments which, in a now time-worn phrase, might well stagger humanity. Years might possibly elapse before the stigma of the degradation of centuries to which the Chinese have had to submit has been perfectly removed, but, on the other hand, the judicious blending of what is best in European civilisation with the best that remains of Chinese civilisation might work wonders in a marvellously brief period of time. In any case, under such given conditions there is no reason to think that what Japan could do China cannot do, industrially and commercially, and in some directions, do even better, for it must be remembered that China, despite admitted backwardness in governmental methods in the past, is not to-day

the forbidden land to all foreign influences Japan practically was when she set out to work out her national salvation on modern lines. At the same time we must not overlook the fact that the greatness of China's area and the immensity of her population lay the country open to retrograde movements which were naturally non-existent in the case of Japan, and the inevitable lack of homogeneity in aspirations which both her area and her population numbers must entail constitutes a factor against very noticeable and immediate progress that cannot be totally disregarded. The task of governing China under what might be described as modern conditions is one which calls for statesmanship of a very high order. Whether among the men who have come to the front in the recent movement such ability is to be found we cannot say, and whether the proposed form of government, namely, Republicanism, will satisfy the generality of the people to be thus ruled is yet another moot point. Unless there is the possibility of a widespread yet sane appreciation of the benefits which the new system of administration should bring, and unless these benefits are very real, the populace at large may look upon the change as one of a King's Log and a King's Order, and clamour—perhaps not stop short at clamouring—for a reversal to the old state of affairs.

FAR EAST DEVELOPMENTS AND BRITISH TRADE.
Eliminating from consideration, however, what might be called hinterland possibilities, that portion of China which would be at once subject to the influences of a benign yet progressive government is capable of accomplishing wonders, both industrially and commercially. That the accomplishment of these wonders will have a very direct bearing upon all European trade interests in general in China and of British trade interests in particular cannot be overlooked. At the present time China constitutes one of our most important markets, safely because the Chinese in the past have not been able to manufacture the goods they take from us in sufficient quantities or of equal quality. Tariffs would not be wanted to protect the growing Chinese manufacturers turning out these goods, and under favourable political conditions the Chinese markets would be soon supplied with all the consumers were likely to require at, in the majority of cases, prices below the cheapest imported goods. The loss of Chinese markets to European and American producers would be serious enough in itself, but if in neutral markets we had to face Chinese competition a still more serious development has to be taken into consideration. In point of cost of production, even if we confine ourselves to one factor, namely, that of operatives' wages, not only Great Britain but the cheapest civilised competitors—if we rule out India and Japan—would be hopelessly beaten. When we look a little further ahead, and find ourselves compelled to acknowledge that an arrangement between China and Japan for sea-borne goods and unmanufactured material would be inevitable, we are not in any way exaggerating yet another untoward possibility, and, in any case, to assume that China would not follow Japan as a shipbuilder would be disregarding an inevitable development on her part.

The competition Europe and America have already to face from Japan in neutral markets for manufactured goods has been possibly exaggerated from time to time, but that the competition exists and that it is steadily increasing cannot be denied. Eventually competition between China and Japan for neutral markets, from which these countries have practically ousted European and American-made goods, would be bound to occur, with results that can be best left to the imagination, although it is fairly safe to assume that we and other Western manufacturing nations would not materially benefit from such a struggle. India has, in some measure, taught us what to expect from the development of local manufacturing industries producing goods which were at one time the extremely profitable products of our looms and factories, and China may accentuate the points in this lesson in the future. When to the possibilities of Indian development and the already acknowledged growing competition of Japan we add that of a really awakened industrial China it is not possible to consider the future of Far Eastern trade when regarded from the standpoint of the British manufacturers, in a particularly optimistic vein. Pessimism, of course, is not to be indulged in on the presumption that matters in China will proceed according to Cocker, or rather that the

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aspirations of the party working—and, incidentally, fighting—to bring about a better condition of affairs will be realised. Although it is impossible for any one to foretell or even to pretend to foretell what the outcome of the present movement may be, it is fair to assume that sooner or later the industrial awakening of China must take place, and that it may take place as the result of this political upheaval. The dismemberment of China on the lines thought possible even ten years ago, however, is extremely unlikely, and a more or less cohesive China under any Government, only slightly more progressive than that which in courtesy we may describe as the existing one, must always be reckoned a potential source of danger to all European manufacturing interests doing trade on a large scale with the Far East.

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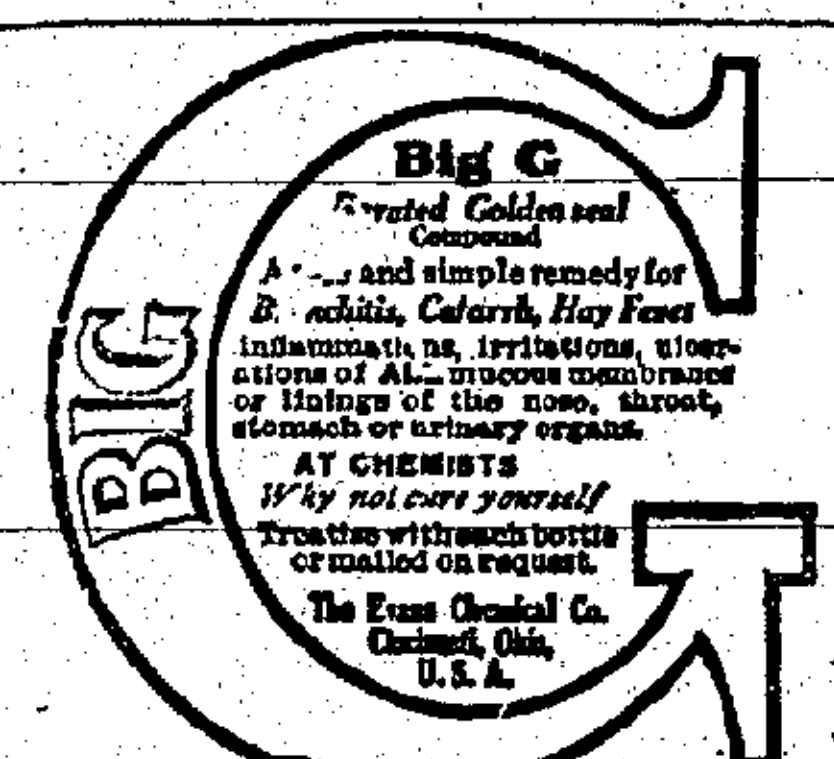
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SIBERIA	18,000	"	TUESDAY, 16th April, at 1 P.M.
INTERMEDIATE.			
CHINA	10,200	"	FRIDAY, 2nd Feb., at 1 P.M.
NILE	11,000	"	FRIDAY, 2nd Feb., at 1 P.M.
PERSEA	9,000	"	TUESDAY, 26th March, at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.

Telephone No. 141

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 31st JANUARY, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

THURSDAY, 1st FEBRUARY, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sunday at 9 a.m. and 1230 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 4th FEBRUARY.

The Company's Steamship

"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure
from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m.
and from Hongkong at 1230 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LD., THE CHINA NAVIGATION CO., LD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTIAN" and "SANGU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"PEMBROKESHIRE"	On 6th Feb.
LONDON & ANTWERP	"CARMAETHENSHIRE"	On 29th Feb.
LONDON, ROTTERDAM & ANTWERP	"GLAMORGANSHIRE"	On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 24th January, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS	3rd Feb.	Saturday, 3rd Feb.
ALDENHAM	9th Feb.	Saturday, 7th Feb.
EASTERN	8th March	Saturday, 2nd March.
EMPIRE		Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. OHIO MARU ... 21,000 tons.

S.S. SHINTO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-regular service. Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Light—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern ports.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for
Ticket form No. 625.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJIMANOEK	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJIMAH	JAVA	First half of Feb.	SHANGHAI	Second half of Feb.
TJILATJAP	SHANGHAI	First half of Feb.	JAVA	Second half of Feb.
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.
TJIPANAS	JAVA	First half of March.	JAVA	First half of March.
TJIBODAS	JAVA	First half of March.	SHANGHAI	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 29th January, 1912.

Telephone No. 375.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"YEDDO"	7,200	... About 10th February.

For Freight and Further Particulars, apply to

Telephone No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY EAST DIRECT SERVICE TO TRIESTE

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7935 tons, will leave as above on February 19th, 1912, at 5 p.m.

S.S. "AFRICA," 8840 tons, will leave as above on March 19th, 1912, at 5 p.m.

TO SHANGHAI.

S.S. "BOHEMIA," 7935 tons, will leave as above on February 19th, 1912, at 6 a.m.

Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap
rates, Hongkong-Trieste Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWARTS," 12950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about February 18th.

S.S. "NIPPON," 13,900 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE,
PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February
22nd.

These steamers are fitted with comfortable one class accommodation for saloon
passengers, Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 31st January, 1912.

Princes' Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Manganin, Iloilo and Cebu	On 31st Jan., 4 p.m.
RUBI	4000	S. Crosby	Manila, Manganin, Iloilo and Cebu	On 10th Feb., 4 p.m.

PHILIPPINES CARNIVAL FEBRUARY 3RD TO 10TH, 1912.

For sailing on January 31st, Special Reduced Rate, Hongkong-Manila and back \$50.00
No Polltax.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** Genl. Agents,
Hongkong, 27th January, 1912.

PHILIPPINES S.S. CO. [13]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East:— 16, DES VOGES ROAD, HONGKONG.

SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

7561

Agents:— LINDGATE STREET LONDON E.

Latest Steamer Movements.

The I.G.M. str. *Delfinger*, which left here on the 26th inst., at 5 p.m., arrived at Shanghai on the 29th inst., at 6 p.m.

The T.K.K. str. *Tengo Maru* arrived at San Francisco on the 25th inst., and will be despatched for Hongkong on the 5th prox.

The T.K.K. str. *Shimo Maru* sailed from Yokohama on the 30th inst. for San Francisco.

The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 30th inst. for Hongkong, and is due to arrive at this port on or about the 26th prox.

The T.K.K. str. *Hongkong Maru* sailed from Salina Cruz on the 29th inst., for Penang and Chilean port.

The C.P.R. Co's str. *Empress of India* arrived at Shanghai at 6.30 a.m. yesterday, and left again at 5 p.m. same day for Nagasaki, where she is due to arrive at 7 a.m. to-morrow.

The Austrian Lloyd's str. *Ilsema* left Singapore for this port on the 29th inst., at 5 p.m., and will arrive here on the 4th prox., at 11 a.m.

The Seng Line str. *Sunghee* left Rangoon on the 28th inst. for Hongkong: via Penang and Singapore, and is expected to arrive here on the 10th prox.

The Indo-China str. *Katsang* left Calcutta for the Straits and Hongkong on the 24th inst., and is due here about the 8th prox.

PASSED THE CANAL.

Jan. 5th—*Deslog*, Ernest—*inons*, *Zoracerts*, *Eheus*, 9th—*iki*, *Maru*, *Glanos*, *y*, *Kotuna*, *Lenoz*, *Yeddo*, *Kina*, *Preussen*, 1th *Indra*, *myzo*, *Jason*, *Palawan*, *Wray*, *Cattle*, *Aradica*, 16th—*Austria*, *Benvenue*, *Myonadi*, *Maru*, *Pera*, *Prins*, *Eitel*, *Friedrich*, *Silbona*, 19th—*Dumbea*, *ruvia*, *Myozaki*, *Maru*, *Yanaka*, 23rd—*alchos*, *Kawachi*, *aru*, *Myozaki*, *Maru*, *Scandin*, *Telmackus*, *Affion*, *Prince*, *Patrice*, 26th—*Australia*, *Dardanus*, *Detention*, *Peiho*, *Africa*.

ARRIVALS AT HOME.

January 26th—*Kleit*, *Pinguey*, *Slavonia*.

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	HIMALAYA Capt. D. C. Gregor, R.N.R.	12th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Barham, R.N.R.	3rd Feb.	See Special Advertisement
LONDON and ANTWERP	NYANZA Capt. H. N. Rivers, R.N.R.	5 P.M.	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES		7th Feb.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA Capt. W. W. Cooke, R.N.R.	About 12th Feb.	Freight only.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st January, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SINGAN"	On 31st Jan., 10 A.M.
SHANGHAI	"CHIN HUA"	On 1st Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 3rd Feb., 10 P.M.
MANILA, CEBU and LOILO	"TAMING"	On 6th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHIN HUA," and "LINTAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NP—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 30th January, 1912.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. GOLDENFELS	31st Jan.
S.S. SUEVIA	18th Feb.
S.S. BELGRAVIA	26th Feb.
S.S. SACHSEN	8th March.
S.S. C. FERD. LAEISZ	30th March.

For Further Particulars, apply to—

FOR	STEAMERS	TO SAIL
FOR HAVRE ROTTERDAM and HAMBURG:	S.S. SAMBLA	4th Feb.
FOR HAVRE, HAMBURG and ANTWERP:	S.S. SILESIA	13th Feb.
FOR MARSEILLES, ROTTERDAM and HAMBURG:	S.S. SAXONIA	16th Feb.
FOR MARSEILLES, ROTTERDAM and HAMBURG:	S.S. AMERICA	26th Feb.
FOR ROTTERDAM, HAMBURG and ANTWERP:	S.S. SPEZIA	29th Feb.
FOR HAVRE, ROTTERDAM and HAMBURG:	S.S. GOLDENFELS	1st March.
FOR HAVRE, ROTTERDAM and HAMBURG:	S.S. PREUSSEN	7th March.
FOR NEW YORK:	S.S. ARAGONIA	6th Feb.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th January, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Saturday, 3rd Feb., D.Light.
MANILA	"GOOWSANG"	Sunday, 4th Feb., 2 P.M.
SHANGHAI	"WAISHING"	Sunday, 4th Feb., D.Light.
SANDAKAN	"MAUSANG"	Thursday, 8th Feb., Noon.
MANILA	"YUENSANG"	Saturday, 10th Feb., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 13th Feb., Noon.
SHANGHAI, KOBE & MOJI	"KUTSING"	Wednesday, 14th Feb., Noon.

FOR THE MANILA CARNIVAL—FEBRUARY 3rd to 10th, 1912.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Road Tax.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe Inland Sea and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtan, Weihaiwei, Chiao Tung and Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Isahad, Datu, Simporia, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

or Freight or Passage, apply to—

JARDINE, MATHISON & Co., Ltd.,

GENERAL MANAGERS.

Hongkong, 31st January, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	THURSDAY, 1st Feb., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	SUNDAY, 4th Feb., at 10 A.M.
"HAIFAN"	Capt. J. W. Evans	THURSDAY, 8th Feb., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 13 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 2nd Feb., at 11 A.M.
		TUESDAY, 6th Feb., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 31st January, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	Tons	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 16th Feb., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 8th March, at Noon.
SHINYO MARU	21,000	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 9th April, at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 16th February, at Noon.

INTERMEDIATE SERVICE.

THE Twin Screw S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 8th March, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)
The Only Regular Direct Service to MEXICAN, CHILIAN, and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMERS	Tons	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 17th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 17th February, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

FARES BY INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£35-10-0
To NEW YORK	£45-0-0

LONDON VIA NEW YORK

Single and Round Trip to all points are interchangeable and good for return by

Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with

Turbine Engines and Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

2471

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 31st JAN., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,162	THURSDAY, 22nd Feb., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 3rd Feb., at 11 A.M.
	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 11 A.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	£ 13.00
From Hongkong, Shanghai and Keelung	£ 11.00
From Nagasaki, Moji, Kobe and Yokohama	£ 9.50
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	£ 11.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Perles. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUO VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 4th Feb., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 7th Feb., at 8 A.M.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 8th Feb., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

772-778

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Dus	Dus
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
COLOMBO		MARSEILLES & LONDON		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
ARCADIA	7000	February 3	MANTUA	11000
HIMALAYA	7000	February 17	MACEDONIA	10500
ASSAYE	7500	March 2	MOBEA	11000
INDIA	8000	March 12	Through Steamer	
DEVANHA	8000	March 30	MOLDAYIA	11000
DELTA	8000	April 13	MALOJA	12500
ASSAYE	7500	April 27	MONGOLIA	10000
OCEANA	7000	May 11	MALWA	11000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACEDONIA	10500
ARCADIA	7000	June 22	MOREA	11000

Passengers change Steamers at COLOMBO, with exception of ss. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Dus
	HONGKONG	LONDON
NYANZA	about 7	about 22
NILE	March 6	April 19
NUBIA	April 3	May 17
SUMATRA	April 17	May 31
NAMUR	May 1	June 14
PALAWAN	May 15	June 29
BORNEO	May 29	July 15
SYRIA	June 12	July 27
NORE	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

1086

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WED'DAY, 14th Feb., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 28th Feb., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	S SADO MARU Capt. —	7,000	TUESDAY, 13th Feb., at Noon.
	S INABA MARU Capt. Tominaga	7,000	TUESDAY, 27th Feb., at Noon.
VICTORIA, B.C. & SEATTLE	S KAMAKURA MARU Capt. K. Ken	7,000	SATURDAY, 23rd Mar., from Kona.
SYDNEY and MELBOURNE, MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 16th Feb., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 15th March, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	MONDAY, 5th Feb.
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	9,000	THURSDAY, 1st Feb., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 14th Feb., at Noon.
SHANGHAI, MOJI & KOBE	CEYLON MARU Capt. Tazawa	6,000	WED'DAY, 31st Jan.
NAGASAKI and KOBE	TENSHIN MARU Capt. Hori	4,000	FRIDAY, 2nd February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

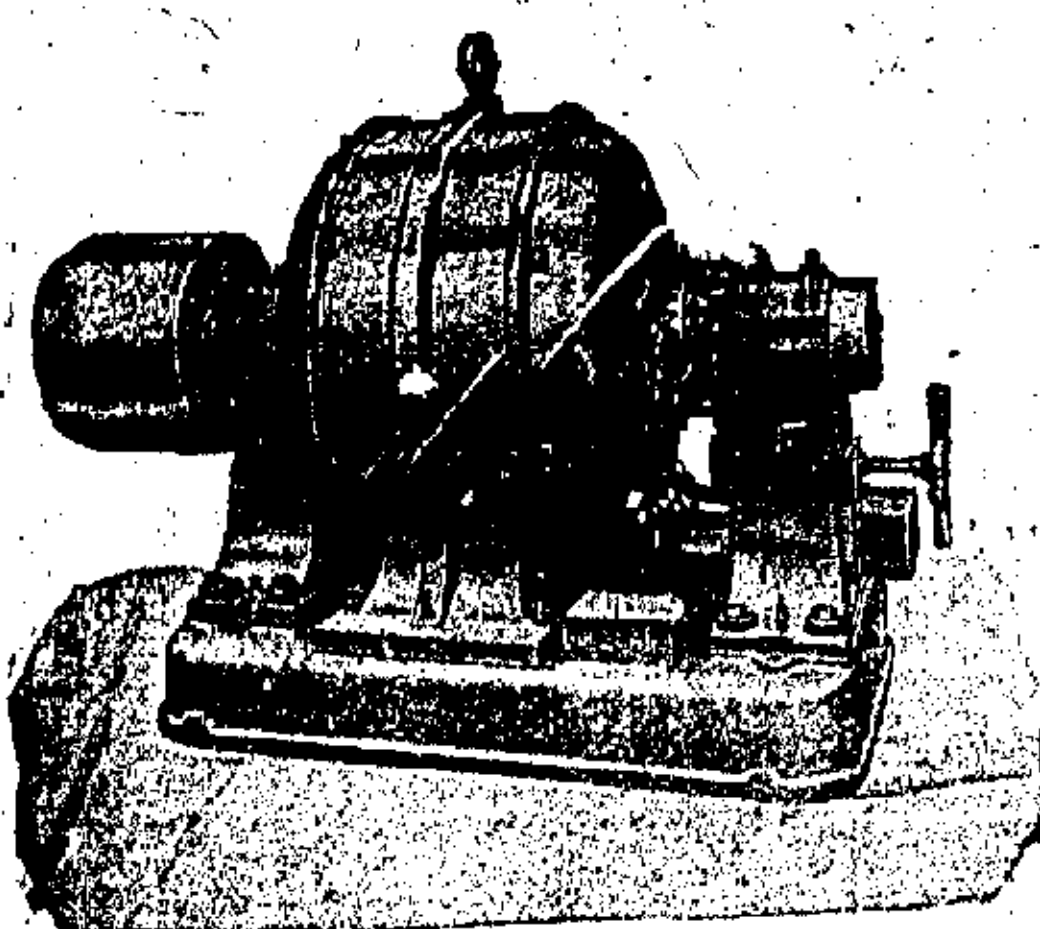
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong—

"MIKE MARU," 4,000 tons, Capt. G. Tabusa, Wednesday, Jan. 31st



ELEKTRIZITÄTS
ACTIENGESellschaft
Titan
BERGERHOF
R.H.L.D.
ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA:
HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 26th January, 1912.



Zierow & Meusch, Leipzig - Brass rule Manufactory

Sole Representative for Hongkong and China
Hugo C. A. Fromm, Hongkong.

COMMERCIAL.

CLOSING QUOTATIONS.

January 30th.

ON LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credite, at 4 months' sight	1/11 1/2
Documentary Bills 4 months' sight	1/11 1/2
ON PARIS—	
Bank Bills, on demand	24 1/2
Credite, at 4 months' sight	24 1/2
ON NEW YORK—	
Bank Bills, on demand	47 1/2
Credite, at 60 days' sight	48 1/2
ON BOMBAY—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON CALCUTTA—	
Telegraphic Transfer	143 1/2
Bank, on demand	144
ON SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA—	
On demand—Pesos—94 1/2	
ON MANILA—	
On demand	82 1/2
ON SINGAPORE—	
On demand	82 1/2
ON BATAVIA—	
On demand	1 1/2 p.m.
ON HAIPHONG—	
On demand	79 1/2
ON BANGKOK—	
Bank's Buying Rate	\$10.30
GOVERNMENT, Bank's Buying Rate	\$10.30
GOLD LEAF, 100 fine, per tael	\$54.30
BAR SILVER, per oz.	26 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.54 discount
Chinese	10 "	\$5.81 " "
Hongkong	20 "	\$5.85 " "
Hongkong	10 "	\$5.78 " "

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80
PER 100
FROM ALL TOBACCONISTS.



Hoehi

Extra Dry
goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 26th January, 1912.

POST OFFICE NOTICE

* The Parcel Post system to the following places in China is for the present suspended: Hupoh, Szechuan, Hunan, Kwichow and Tencyrash.

The *Himalaya*, with the English Mail, left Singapore on Sunday, the 28th inst., at 11 a.m., and may be expected here to-morrow, at 4 p.m. This packet brings parcel mails closed in London for despatch by the all sea route on the 27th December, and for despatch overland on the 2nd January.

The *Empress of Japan*, with the Canadian Mail, left Shanghai on Tuesday, the 30th inst., at 6 p.m., and may be expected here on Friday, the 2nd Feb., at 8 a.m.

FOR	PRE	DATE
Fort Bayard and Haiphong (Taking Mails for Pakhoi)	St. Kiang	Wednesday, 31st, 8.00 A.M.
Hothow and Haiphong (Taking Mails for Pakhoi)	Singap.	Wednesday, 31st, 9.00 A.M.
Shanghai, Kobe and Yokohama	Goldenfels	Wednesday, 31st, 11.00 A.M.
Singapore	Sui Tai	Wednesday, 31st, 1.15 P.M.
Manila	Segovia	Wednesday, 31st, 3.00 P.M.
Hongkong	Europa Maru	Wednesday, 31st, 3.00 P.M.
Manila, Mangarin, Iloilo and Cebu	Zafiro	Wednesday, 31st, 3.00 P.M.
Swatow and Singapore	Chowtai	Wednesday, 31st, 5.00 P.M.

Swatow, Amoy and Foochow	Haiching	Thursday, 1st, 10.00 A.M.
Manila	Sui Tai	Thursday, 1st, 1.15 P.M.
Shanghai	Chinkua	Thursday, 1st, 3.00 P.M.
Swatow and Bangkok	Tintau	Thursday, 1st, 5.00 A.M.
SHANGHAI (SIBERIAN MAIL TO EUROPE)	Himalaya	Friday, 2nd, 10.00 A.M.
Shanghai, Kobe and Manji	Gregory Apar	Tuesday, 2nd, 10.00 A.M.
Swatow	Haimun	Friday, 2nd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONGKONG and SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Manila	Sui Tai	Friday, 2nd, 1.15 P.M.
Shanghai	Kwongseang	Friday, 2nd, 5.00 P.M.

Manila, Cebu, Iloilo, Timor, Port Darwin,
Thursday 1st, Cooktown, Cairns, Townsville,
Brisbane, Sydney, Hobart, Launceston,
New Zealand, Dunedin, Melbourne,
Adelaide, Perth and Fremantle.

Shanghai, Moji, Kobe, Yokohama, Yokohama,
Victoria and Tacoma

Sadakhon, Cheribon, Samarang, Sourabaya
and Macassar

Singapore, Penang, and Calcutta
EUROPE, &c. INDIA VIA TATTOON
Late Letters 11.00 A.M. to Noon
Extra Postage 10 cents
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra postage in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.)
The P. mail will be closed on
Friday, the 2nd Feb., at 5 P.M.

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

SHARE LIST—QUOTATIONS. HONGKONG, JANUARY 30th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$980, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$103
China Light and Power Company, Limited	50,000	\$5	all	\$130
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sal. & bu.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 49
Leong-Kang-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 64
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
Dairy Farm Company, Limited	40,000	\$7 1/2		\$20, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 58
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 9 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$3.60
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$21
Hongkong Hotel Company, Limited	12,000	\$50	all	\$114
Manila Metropolitan Hotel Limited	8,000	Pa. 10	\$25	\$72, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	\$24, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$197 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$131, sellers
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Tongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$161
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 15 1/2
Union Insurance Society, Limited	12,400	\$250	\$100	\$250
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$212 1/2 @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$98 1/2, r. div.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, sellers
Kowloon Land and Building Co., Ltd.	78,000	\$50	\$30	\$53, buyers
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$49, r. div. bu.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 83, buyers
Maatschappij tot Mijl. Bosch en Landbouw exploitatie in Langkat				
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$695
Ramb Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$3.30, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$113, buyers
Philippine Co., Limited	75,000	\$10	all	\$10
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$108 1/2, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35, sales
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$60, r. div.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	buyers (\$5 10c)
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$4 1/2, sales
Star Ferry Company, Limited	10,000	\$10	\$5	\$7 1/2
South China Morning Post, Limited	10,000	\$25	all	\$17
Steam Navigation Company, Limited	20,000	\$5	all	\$22 1/2
STOCKS AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$20, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$5, sales
A. S. Watson & Co., Limited	90,000	\$10	all	\$4
Weissmann, Limited	3,000	\$10	all	\$12 1/2, buyers
Gande Price & Co., Ltd.	50,000	\$10	\$4	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$30
Union Waterboat Co., Limited	100 shares	\$10	all	\$8 1/2, sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SYMTH, Share Brokers.

FORTHCOMING EVENTS.
Monday, 5th Feb.—Twenty-Third Ordinary
Meeting of The Kowloon Land and Building
Co., Ltd., Noon.
Tuesday, 6th Feb.—Ninety-First Ordinary
Half-Yearly Meeting of Hongkong, Canton
and Macao Steamboat Co., Ltd., Noon.
Wednesday, 7th February—Meeting of the
Licensing Board in the Council Chamber,
2.15 P.M.
Friday and Saturday, 1st and 2nd March—
Flower and Vegetable Show of Hongkong
Horticultural Society at Vacant Ground
opposite Hongkong Club.

MAILS VIA SIBERIA.
Due
Date
January 10th.
January 13th.
Due
Date
January 26th.
January 30th.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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Nothing creates such a good impression in
business as the use of First Class Printing.
The difference in cost between good and bad
printing and material is generally nil.
THE HONGKONG DAILY PRESS
PRINTING WORKS
run the Best Printing at the Reasonable Price

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL
WARRANT awarded our Company
for Milk."



MILKMAID

CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

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THE LEADING WINE AND SPIRIT MERCHANTS SUPPLYING THE BEST
CHAMPAGNES, CLARETS, PORTS, WHISKIES, BRANDIES, GINS, ALES,
STOUT, CIGARS, CIGARETTES, ETC., ETC.

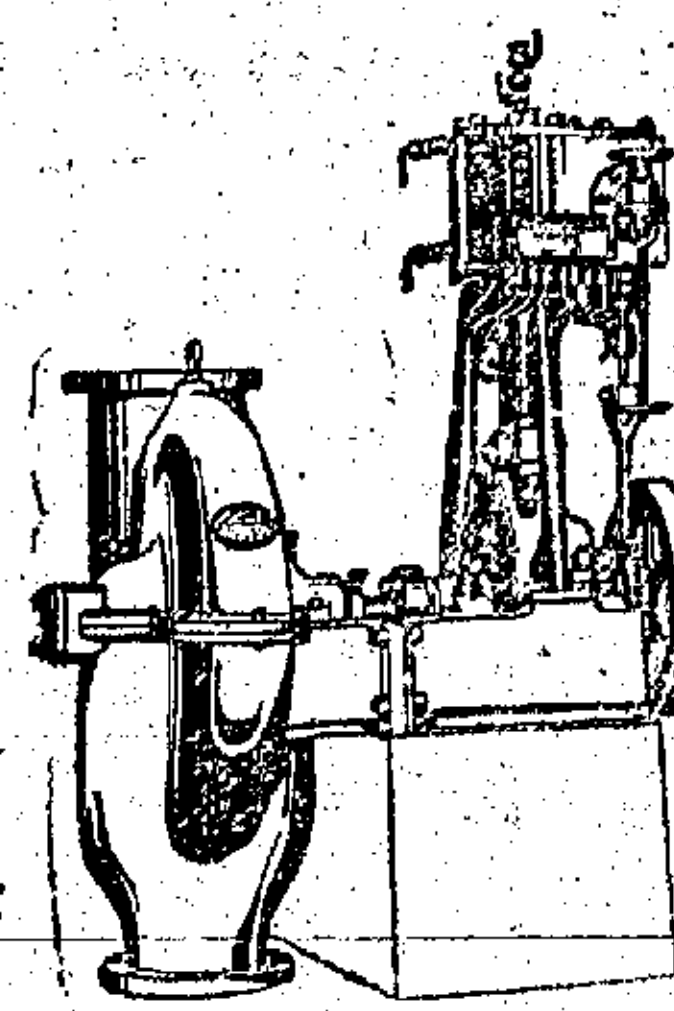
As we represent only the Very Best Houses, the Public can rely
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will convince you.

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W. H. ALLEN, SONS & CO., LTD.

QUEEN'S ENGINEERING WORKS, BEDFORD.

Makers of
The "CONQUEROR"
Centrifugal, Pumping Machinery,
Ordinary and Turbine Type,
Steam, Motor and Belt Driven.
High Efficiency Condensing Equipment,
ENCLOSED ENGINES
Marine Installations in Combination with
Dynamos, Pumps and Fans.
IRRIGATION and Drainage Pumping
Machinery.



SOLE AGENTS:
William C. Jack & Co., Ltd.,
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TELEPHONE 358.
CABLE ADDRESS: "MARINEWORK."

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